

NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF MARINE SAFETY  
WASHINGTON, D.C.

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SELENDANG AYU :  
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INTERVIEW OF :  
CAPTAIN LEW KWOK YUE :  
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An interview in the above entitled matter was held  
on Thursday, December 16, 2004, before:

ROB JONES, NTSB

1                                    P R O C E E D I N G S

2                    MR. JONES:    Good morning, this is 16th of December  
3    and we are sitting down with Captain Lew, who is the party  
4    representative for the owner, IMC and during Dr. Captain  
5    Singh's interview yesterday on the 15th, Captain Singh came  
6    to us with a couple of different times and wanted to relate  
7    what had happened.    I just wanted to get Captain Lew's  
8    statement on what he knew about it and the actions he took.  
9    So Captain Lew, if you could proceed.

10                CAPTAIN LEW:    Okay, on Tuesday, evening at around  
11    within 3:00 to 4:00, itself, I sat and looked at all the  
12    facts that was given during the interview and of course there  
13    were a couple of questions that I was curious about.    I asked  
14    Captain Singh, about the second (indiscernible).    There were  
15    also several issues that were in this conversation  
16    (indiscernible).    Captain Singh appear calm and appear  
17    peaceful himself and during the discussions Captain Singh  
18    brought up to my attention that there is something that he  
19    would like to tell me and this is when he tells me that there  
20    is a time difference in which the actual accident was  
21    actually reported.    He told me about this pocket time that he  
22    has, that is, that prompt him to write the time differences.  
23    He also told me that this time difference was agreed with the  
24    chief engineer and that it was logged in the log book itself.  
25    Because it was logged in the log book, he had in his mind

1 think that he has to follow all the time that is in  
2 accordance to what is being logged in the log book itself.  
3 When he was ashore with the first (indiscernible) control, he  
4 briefed that the ships staff on what he has logged in the  
5 log-book and the second (indiscernible) come ashore, he did  
6 the same thing. Having known this fact itself, it was my  
7 duty to inform the P&I company and after knowing this fact, I  
8 stopped all his crew, that is in Anchorage so that if there  
9 is any further enquiry that is required for the  
10 (indiscernible), there can be withheld behind for further  
11 questioning. On Wednesday morning during the interrogation  
12 time, Captain Singh apologized for what he has done to the  
13 panel of investigators. He has also informed that there is a  
14 discrepancy of time and myself has also told in the interview  
15 that the crew is ready for your disposal and I was informed  
16 that there is no necessity in that. Based on his  
17 compensation on that, I told the agent to arrange flight, get  
18 him off and leave from USA. That is it.

19 MR. JONES: Okay. Brian, do you have any  
20 questions?

21 MR. CURTIS: Give me one minute.

22 MR. JONES: Here we took a break there just to  
23 discuss any further questions with Captain Lew, but I think  
24 his statement as it is can stand as it is and if he has any  
25 further questions we can readdress them later. So that

1 concludes this interview on December 16, at 0930.

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## C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the grounding of the Selendang Ayu on December 12, 2004.

INTERVIEW OF:  
CAPTAIN LEW KWOK YUE

Transcriber